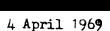
1 - RB/OSA

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DETACHMENT "H"



STANDARD OPERATING PROCEDURE

25X1A

H-50-9 This SOP supercedes H-50-9 dated 26 July 1966.

WEATHER MINIMUMS

- I. <u>PURPOSE</u>: To establish take-off and landing minimums for mission aircraft flying operations.
- II. SCOPE: The provisions of this SOP are applicable for all flights of mission aircraft.
- III. <u>RESPONSIBILITY</u>: It is the responsibility of the Director of Operations to insure adherence to the provisions of this SOP.
- IV. PROCEDURES:
 - A. Take-off Minimums: All take-offs will have a suitable alternate available and adhere to the following minimums unless waivered by mutual agreement of the Manager and Commander:

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- 1. Take-off minimums for pilots in Category I status:
 - (a) FACILITY AVAILABLE
 TACAN/GCA
 TACAN only

 CEILING/VISIBILITY
 500' 1 mile
 800' 2 miles
- 2. Take-off minimums for pilots in other than Category I status:

(a)	CATEGORY/TRANSITION STATUS	CEILING/VISIBILITY	
	Transition 1 & 2 Transition 3.4, & 5	25001 15001	3 miles 3 miles
	Category 2 & 3	15001	3 miles

- 3. Take-off minimums for Functional Check Flight (Maintenance):
 - (a) Weather minimums are 1500ft/3 miles existing and forecast for duration of flight plus one (1) hour.

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B. Landing Minimums: The following minimums will be adhered to unless specifically waived by mutual agreement of the Manager and Commander.

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Weather:

FACILITY/RUNWAY	CEILING/VISIBILITY	
TACAN-ADF/ 05 23 GCA-ASR / 05-23 GCA-PAR / 05 GCI only/ 05-23	4001 5001 3001 2501 15001	<pre>1 mile 1 mile 2 miles 1 mile 3 miles</pre>

2. Winds:

- (a) Crosswind limitation for take-off and landing will be IAW the crosswind component chart in Sect 2 of the U-2R-1.
- C. Functional Check Flight which require an engine shutdown will require an alternate having not more than a scattered condition nor less than five (5) miles visibility during the period of the proposed flight.
- D. Suitable Alternate is defined as an airfield having jet recovery capability and a ceiling and visibility of 5000 ft and 5 miles existing and forecast for the duration of the proposed flight plus one (1) hour.

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E. Flying cancellation due to weather: The Manager and/or retain the prerogative to cancel flying at any time, based on a personal assessment of prevailing weather conditions and individual pilot capabilities.

Detachment Commander

Distribution:

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